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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

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Hongkong, October 3, 1908.

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POWELL'S

are displaying in their Show-rooms, a choice selection of this seasons.

CRETONNES

which, for daintiness and pleasing effect, are

UNSURPASSED.

FIRST FLOOR,

ALEXANDRA

BUILDINGS.



A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR

MERCHANTS.

Smokers'.

Requisites.

We have just received a large and entirely new assortment of smokers' requisites, from the celebrated B. Factory, including briar, meerschaum and calabash pipes, with and without cases. Qualities ranging from the cheaper kinds to the most luxurious. Also meerschaum and amber, and all other Cigar and Cigarette Holders, etc., etc.

We specially recommend the new 'Clebo' pipe which embodies the latest contrivances calculated to afford a cool and dry smoke.

CIGARS

de Luxe

Highly recommended

LEONIS
in boxes of 25...\$11 per 100.
GRAND ROYAL—EL TAMARINDO
in boxes of 50...\$8 per 100.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS
AND KOWLOON DISPENSARY.

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IN EVERY RANGE OF PROGRAMME.

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A CALLED THE AUSTRALIAN ARTIST.

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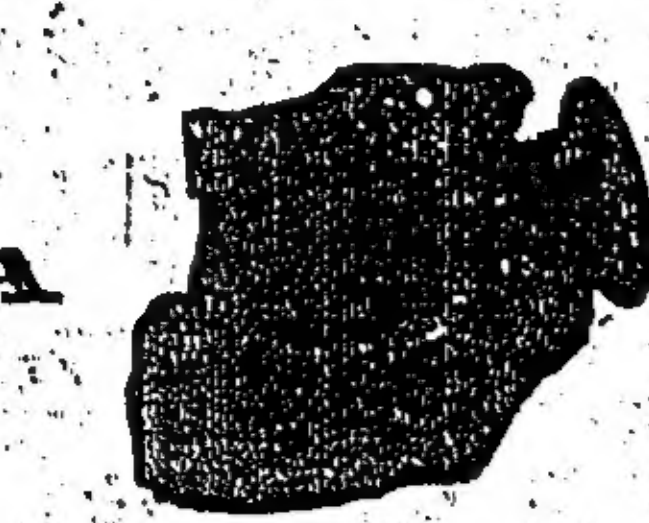
SUNDAYS AND SUNDAYS, at 4 P.M.

REDUCED PRICES

Hongkong, March 6, 1909.

A BARGAIN

FOR CASH!!



12 RECORDS

FOR \$45.

S. MOUTRIE & Co., Ltd.

Hongkong, April 16, 1907.

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(Payable in advance.)
CHINA MAIL (daily) \$1.00 per month
including postage, \$3.50 per month
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Free delivery to all addresses accessible
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and Quarry Bay residences.
Single copies, Daily, ten cents; Weekly,
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Telegraphic Address, "MAIL," Hongkong.
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CHINA MAIL, LIMITED.

MEMOS FOR TOMORROW.

Auction.
2.30 p.m.—Auction of Household Furni-
ture, &c., at Mrs. Murray's residence,
Barnum Bldg., 21, Conduit Rd.

General Memoranda.

THURSDAY, September 23—
5.15 p.m.—Meeting of Royal Hongkong
Yacht Club at the Office of Messrs
Leigh & Orange.
5.30 p.m.—Meeting of Hongkong St.
Andrew's Society at City Hall.
SATURDAY, September 25—
11.30 a.m.—Meeting of Hongkong Cotton
Spinning, Weaving & Dyeing Co.,
Ltd., at Messrs Jardine, Matheson & Co.'s
Office.
Noon—Meeting of Douglas Steamship
Co., Ltd., at Co.'s Office.
TUESDAY, September 28—
6.15 p.m.—Meeting of Hongkong Cricket
Club at Club Pavilion.
THURSDAY, September 30—
2.30 p.m.—Auction of Valuable Lease-
hold Land at Herbert Dent & Co.'s
Office, Shantung, Canton.
5.30 p.m.—Meeting of Hongkong Foot-
ball Club at Messrs Jardine, Matheson &
Co.'s Office.
SATURDAY, October 2—
Noon—Meeting of Hongkong Jockey
Club on the ground floor of Hongkong
Club Annex, Chester Road.

The China Mail.

HONGKONG, TUESDAY, SEPT. 21, 1909.

THE REMAINS OF BUDDHA.

The discovery by Dr. Spooner at Peshawar of a rock crystal casket containing three pieces of charred bone which are, in all human probability, the authentic remains of GAUTAMA BUDDHA is attracting a good deal of attention in the Home papers. The evidence that the casket is really that which King KANISHKA placed within the stupa at Purushapura (Peshawar, or "New Land") gathers strength the more it is critically examined. But to us dwellers in an island off the southern coast of Far Cathay, the discovery is of more than passing interest by reason of the many references to the site of Buddha's grave to be found in the accounts of Chinese travellers. The celebrated pilgrim FAN HIEN reached Purushapura in the year 402 A.D. on his way southward from the older capital of Gandhara, from Uddiyana and from Takashila (the Greek Taxila). Having noticed a boy making what he called a "tope for Buddha," KANISHKA, according to FAN HIEN's account, "proceeded to repair another which was more than 400 cubits high and adorned with layers of all the precious substances. Of all the topes and temples which the pilgrims saw in their perambulations there was not one comparable to this in

column beauty and majestic grandeur."

KANISHKA was one of the Kushan Kings who ruled over the Afghan-Bactrian region in the first century of our era; but even in FAN HIEN's time the Chinese were unaware of the exact dates of Buddha's death or KANISHKA's rule. The Kushans were simply a Turkish race known to the Chinese as Yieh-chi, who were driven westward from the western frontiers of China by their kinsmen the Hsiung-nu in the second century A.C. Kuehuan was one of the Yieh-chi tribal divisions afterwards extended to conglomerated tribes, as we see with the words "Turk" and "Ouigour." It was practically KANISHKA who was responsible for the introduction of Buddhism into China during the first century of our era.

In or about the year 520 the Chinese pilgrim SUHO YUN (accompanied by Tao-seng and others) again visited this famous stupa, of which he gives a very long, historical and topical account, practically embodying in it all that FAN HIEN had previously said. He adds, in the account of his travels:—"The King placed in it a quantity of gold and silver, besides all sorts of precious objects. Inside the stupa the Buddhist objects are all made out of gold and jade."

It would be difficult to describe them all fully. No doubt Mr. Spooner's recent find of a crystal casket enclosed in a bronze box was one of KANISHKA's treasures; but, though SUHO YUN gives most minute descriptions of the building itself, he does not specifically mention this priceless casket enclosing some of Buddha's bones, which (like the famous relics in the Kandy temple, which can now only be opened by using the Governor's, the Buddhist Archbishop's and the General's keys, all three together) no doubt was most jealously guarded.

A little more than a century after SUHO YUN, the most famous Chinese pilgrim of all, Hsueh-tsang, once more visited the stupa coming, like SUHO YUN and his companions, from the westward via Mangghar, and not like FAN HIEN from the westward and northward via Kabul. He, or rather the author of his "Life," specifically mentions the stupa, or "relics" of BUDDHA in the interior of the stupa. This mention by Hsueh-tsang's biographer of the relics is further confirmed by the Tripitaka, a copy of which was presented by Sir Ernest Satow to the Owen's College, Library in 1907. In the biographical chapter specially dedicated to Hsueh-tsang, the latter traveller specifically alludes to "Sri Yui's Mission," and to the reason why it was sent by the passionately Buddhistic Tatar Dzungar-Empress then ruling in North China. He also states that SUHO YUN and TAO-seng found an enormous mass of Buddhistic relics inside the stupa. In his work called "Western Wanderings," Hsueh-tsang himself mentions yet once more the "eight-bushel measure" of relics, or "relics" in the interior of the stupa.

M. EUGENIE CHAVANIER, the famous Parisian Professor of Chinese, has collected all the above and further evidences concerning this celebrated "Oriental Temple," in his "Voyage de Suig Yün," published a few years ago by Schoenberg of Hanou, in Tonkin.

The question of the disposal of the relics of Buddha discovered near Peshawar has not yet been settled, but numerous offers are reaching the Indian authorities for their custody. One of these offers is from MRS. KENNETH MINAY, the wife of the late King Minayon of Burma, who has proposed to contribute a lakh of rupees towards a building suitable for a shrine at Mandalay, should it be decided to locate any portion of the relics in that centre. Personally we are of the opinion that the relics should remain in their crystal casket and never leave India. The Government of India has such a long and honourable record for a sympathetic and enlightened attitude towards native beliefs, that it is therefore, happily, possible for those who appreciate the grave issues involved to leave the decision with confidence in their hands.

NEWS OF THE DAY.

Just as we went to press a very heavy thunderstorm passed over the Colony.

Mrs. E. Leslie made her debut at the Victoria Cinematograph on Monday evening and had a great reception, being recalled again and again.

It is officially announced at Capetown that the Government and the Admiralty have abandoned the search for the missing liner Waratah, with 300 passengers on board.

We hear of sporadic cases of cholera at Shanghai, Hankow and Chemulpho. At Seoul the disease has spread, having invaded the Palace compound. At Kobe three members of the Post Office staff are down with cholera.

At the French army manoeuvres which began on Sept. 13, a dirigible airship travelled over a circuit of sixty miles in two hours, at a height of 3,500 feet. As a result of its operations the airship was able to communicate valuable information to the force to which it belonged.

Mr. R. Whitehead, the accountant of Kemat Pulai tin mine, near Ipoh, was recently waylaid and assaulted by three Chinamen armed with knives and iron crowbars, whose faces were blackened. The robbers relieved him of \$1,700 with which he had intended to pay his staff.

A Router's telegram says that an Australian named Lindsay, a labour recruiter, and all the crew of his steamer except two, have been murdered by natives in German New Guinea, and the vessel burned. The trouble was due to the wife of the chief being forcibly taken on board a schooner.

The following appears in The Times: "Diamond Wedding: Watson, Bird.—On the 20th July, 1840, at St. James, Paddington, by the Rev. Charles R. Bird, M.A., James Watson, Bengal Civil Service, only son of Dr. James Watson, 13, Circus, Bath, to Augusta Christiana, second daughter of William Wilberforce Bird, President of the Council of India and Deputy-Governor of Bengal." Mr. Watson retired from India on an invalid pension in 1882.

The Pope's automobile is now beginning to be seen outside the Vatican grounds. Cardinal Merry del Val having been authorized to make use of the car with the object of testing it. It is rumoured that His Holiness intends to defy precedent and motor to Castel Gandolfo, where the Papal Villa is in readiness for his reception. Count Coccolini, Chief of the Papal Police, is to become the official chauffeur to the Pope.

When Mr. Fairbanks, ex-Vice President of the United States, arrived at Nagasaki from Shanghai on the 15th inst., he said, in an interview, that China was more advanced than he had been led to expect. He believed that she would be in the future a great Power. He admired the goodwill and conciliatory spirit shown by Japan and China in the Manchurian agreement. He hoped that both nations would maintain the same attitude in the future.

Speaking at Chicago recently, President Taft discussed the question of the administration of criminal law in the United States. He declared in the course of his address that the present administration of the criminal laws of the country is a national disgrace. He alluded to the great delays in the progress of criminal cases and the ability of lawyers by legal technicalities to subvert the ends of justice. The President recommended the passage of an act of Congress greatly extending the powers of the courts to control progress of the writ of injunction. The address on this head covered much the same ground as his famous address before the Yale law school.

The Prince Regent has presented a banner to the Chinese company of the Shanghai Volunteer Corps. Prince Tai Hsun during his recent visit to the Mode Settlement made the presentation. In the evening he dined with Lieut. Col. Barnes and the officers of the corps. At the conclusion of the evening his Highness delivered a speech, in which he said how pleased he was with the efficiency of the Chinese Company, at which indeed he was surprised. His Highness considered that the Company represented an excellent idea, and he recommended the institution of similar Companies all over the Empire, saying that the Chinese Company, S.V.C., supplied an excellent example for all cities to follow. Col. Barnes and the officers received gold medals from the Prince.

A remarkable Australian journalist has just passed away. Mr. J. D. Melvin was present at the capture of Ned Kelly, the famous bushranger. He helped to carry the wounded outlaw to a neighbouring house, and then with professional accompaniment interviewed him for his paper. In 1888, when an Australian epistologer was accepted by the War Office for service in the Sudan, Mr. Melvin was refused permission to accompany them as a "Press correspondent" but he went with them all the same—as an assistant surgeon. Having been commissioned to investigate the conditions under which the Kanakas or South Sea Islanders were recruited for the sugar plantations, Mr. Melvin shipped as a sailor in one of the most notorious of the "blackbirding" schooners, and his revelations helped to quench the "virginity of slavery under the British flag."

NEWS OF THE DAY.

Cable communication with Shanghai and the North has been restored to normal.

The North German Gazette writes that it is not too much to say that for a considerable time there have been upwards of one million unemployed in Germany.

General Booth, the veteran chief of the Salvation Army, has been successfully operated upon for an eye trouble. Queen Alexandra sent a message of sympathy to the General.

The New York correspondent of the Daily Telegraph says that 38 persons were killed in motor-car accidents in the United States on one day making over 250 killed in one week.

The Coventry Ordnance Company has received orders from British and other Governments for \$1,000,000 worth of gun mountings, ensuring work throughout 1910 with 1500 extra hands.

H.M.S. Hanchin, while executing a gunnery test off Rabbecombe, Devonshire, escaped a reef. Several plates were torn, and the boiler-room oil fuel storage tanks were flooded. Her repairs are likely to occupy four months.

The Chief Justice, Sir Francis Pigott, sentenced another Indian to fifteen years' imprisonment with hard labour, at the Criminal Sessions to-day, for an indecent assault on the same Chinese boy, as in the case of the Indian who was sentenced yesterday. His Lordship remarked that he thought the verdict of the jury was right.

Towards the estimated 1910 Budget deficit of \$3,000,000, Mr. Cochrane, French Minister of Finance, proposes to increase the tobacco tax so as to produce an additional \$1,000,000, and also to sell wine-growers a State label, to be affixed to each bottle of genuine wine, guaranteeing its purity. The cost of the label will vary according to the price of the wine.

In the House of Commons recently Mr. C. W. Bowdler (Labour) asked Mr. Churchill, President of the Board of Trade, in view of the American beef companies increasing their capital by \$11,300,000 to control Argentine cattle and beef markets, and the report of the Departmental Committee on Meat Combinations, what steps the Government proposed to take to prevent the control of British beef and cattle markets falling to a foreign combination. Mr. H. J. Tennant, Parliamentary Under-Secretary to the Board of Trade, in replying said that the Government was aware of the points referred to, and that the matter was receiving earnest attention.

SOCIAL AND PERSONAL.

Lord Kitchener has left Singapore on board the M. M. Co. s.s. Sydney.

General Broadwood and Capt. Heathcote are returning to the Colony by the P.M. steamer Siberia on Thursday.

Until the return of General Broadwood, Brigadier-General H. N. Dumbleton, R.E., will be G.O.C. at Hongkong vice Colonel Darling retired.

When asked why he had not permitted a white man to accompany him to the Polo Commander Peary replied, "Because, after my lifelong efforts I wanted dearly to keep this honour to myself."

It is expected that Mr. W. H. Taylor, long a resident of Manila but now home on leave, will be selected by the International Bunking Corporation as agent for the branch that is shortly to be opened at Hankow.

Japan papers report the death of Mr. Albert Chai, Agent of the Messageries Maritimes at Yokohama since 1907. Monsieur Chai had been ill only about a week, the cause of death, which took place at the German Hospital on the 7th inst., being complications resulting from stroke. Monsieur Chai joined the M.M. Company in 1888, and was for a number of years in the M.M. office at Kobe.

Mr. Robert Scott Lovett, general counsel for the railways controlled by the late Mr. Hamman, succeeds to the vacant chair. At different times he has been Counsel for all the railways in Texas, though only now 49 years of age. For several years he has been general counsel for the Union Pacific and Southern Pacific, and affiliated lines, and president of the Houston and Texas Central Railroad Company. In politics he is a Democrat.

In the London Gazette for August 13 we find noted the promotion of Lieut. H. G. H. Grant Smith, 104th Wiltshire's Rifles, Indian Army, to the rank of Captain, to date from June 13th. The record of Captain Grant Smith's services is as follows:—Was with the Naval Brigade during the invasion of Tientsin Settlement by the Boxers in 1900, and at the taking of Tientsin City. Was with the Royal Welsh Fusiliers from the time they arrived in Tientsin till their return to Hongkong in 1900 (Victory Medal). Was with his regiment (The Buffs, East Kent) in South Africa, 1901-2, afterwards serving in the Mounted Infantry Company of this regiment (Buff's) African Medal with three bars. Transferred to the Indian Army. Received the special thanks of the Commander-in-Chief (Lord Kitchener) for good work done while in command of a column of his regiment sent to the native State of Lele Bala, Beluchistan, during the late troubles there.

H. M. S. OLIO REPORTED.

(From Our Own Correspondent.)

SAVANNAH, September 21.
H. M. S. Olío has been reported from the Haitian Straits.

WHANGPU OONSE- VANCY.

WORKS STOPPED FOR LACK OF FUNDS.

(From our own Correspondent.)

SHANGHAI, September 21.
Dredging in the Whangpu stopped to-day, the contract being finished. The Conservancy Board are unable to enter into a new contract owing to the failure of the Viceroy to provide funds.

THE JESSFIELD CLUB RAID.

(From Our Own Correspondent.)

SHANGHAI, September 21.
The Board of Consuls are considering the action to be taken in connection with the Jessfield Club raid.

A Sub-inspector, two detective sergeants, and five constables were summoned at the Police Court to-day on a charge of assaulting the two Sikhs on guard at the Club.

Two detectives did not appear, being on leave in Japan, and the case was remanded for a fortnight.

NEWS OF THE OLIO.

Gross Sights in Haitian Straits.

The British steamer Kwaiyang, Captain M. Dawson, which arrived in Hongkong this morning, reports speaking on Saturday evening, the 18th September, in the Haitian Straits, the Kwangtai, H. M. S. Olío and the s.s. Anhui.

According to the report of the second officer the vessel, which left Chiao on the 14th inst., experienced throughout confused mountainous seas and winds varying from strong to typhoon force, the direction being northerly to easterly. At the entrance to Haitian Straits the Kwaiyang passed innumerable bodies of drowned Chinese fishermen in various stages of decomposition, most of them being lashed to reefs and spars.

Both H. M. S. Olío and the s.s. Anhui are expected to arrive this evening or early to-morrow morning. A representative of the China Mail this afternoon visited the Kwaiyang, and had a chat with the first and second officers. He was informed that all through the run from Chiao the very worst weather was experienced, so much so that they had had to lie at anchor twice and was delayed for two days. On Saturday afternoon the sea was running particularly strong and they met with many gross sights. There had evidently been a disastrous happening somewhere in the vicinity of Amoy, for altogether they must have seen fully a hundred dead bodies of Chinese floating by. Some were lashed on to rafts and some died in one case there were quite 30 bodies on a scumpan, some of them having reached such an advanced state of decomposition that they were horrible to behold. From the very start the weather was unusually dirty, and as they progressed there were hourly fears that they would run into a typhoon, but later it was apparent that the centre of the disturbance had passed to the south of them. By Sunday afternoon the conditions began to improve and the forward good weather prevailed.

On making enquiries as to the H.M.S. Olío, our representative was informed that there was no doubt but that she was safe, as also was the s.s. Anhui. "We passed the Olío and the Anhui on Saturday afternoon at 4 o'clock," said the second officer. "They were both lying anchored off Station Island in the Haitian Straits. We went on board the Olío and told her what the weather was like outside and she thanked us. We went under way rather early, but both the Olío and the Anhui, which are faster boats than ours, should reach here some twelve hours after us; so they should put in an appearance some time this evening. Asked if he thought the Olío had sustained any damage the second officer said there was no appearance that she had. "We looked at her through the glasses," he said, "and everything seemed to be all right. She was cleared for heavy weather, but of course that is always done when the conditions look bad."

This reassuring news will be heard with considerable relief in the Colony, for in the absence of other information the fear of an awful calamity looked as if they would only be too well realised.

BRITISH BUDGET COM- PROMISE.

WHAT THE CHANCELLOR CONCEDES.

Inadequate says Balfour.

(Reuter's Service to the China Mail.)

LONDON, September 20.
Mr. Lloyd George, Chancellor of the Exchequer, admits that he will make a statement to-day which he hopes will remove the grievances of the agricultural landlords.

LONDON, September 21.
Speaking in the House of Commons, Mr. Lloyd George, the Chancellor of the Exchequer, announced the concession he was prepared to make to agricultural landlords, entitling them on making a declaration with data to a deduction up to 25 per cent under the schedule, with respect to "repairs and management." The concession would cost half a million in 1909-10.

Mr. Balfour did not think the concession was adequate.

THE AUSTRIAN NAVY.

REDUCTION OF ESTIMATES.

(Reuter's Service to the China Mail.)

LONDON, September 20.
The Austro-Hungarian Ministry has reduced the naval estimates by 1,160,000 sterling.

THE ENGLISH HARVEST.

(Reuter's Service to the China Mail.)

LONDON, September 20.
The dry weather of the last few days has done much to retrieve the ruin of the crops prophesied in Reuter's message of the 14th inst.

AMERICA AND JAPAN.

SPEECH BY PRESIDENT.

(Reuter's Service to the China Mail.)

LONDON, Sept. 21.
President Taft, before starting on his 12,000 mile tour of the Western States, met at Minneapolis, fifty Japanese commercial commissioners at luncheon. He paid a warm tribute to Japanese industry and patriotism and toasted the health of the Mikado, whom he said was a warm and sincere friend of America. He scouted the idea that there was over the slightest American-Japanese trouble.

TIENTSIN'S BRITISH POST OFFICE.

(Reuter's Service to the China Mail.)

LONDON, September 21.
Col. Seely, Under Secretary for the Colonies, replying to a question put by Mr. Henniker-Hastoun, said he was given to understand that arrangements had been made to maintain the British Post Office at Tientsin for the present.

DENOUNCING THE MAN- CHURIAN TREATY.

(Wah Tai Yai To's Service.)

PEKING, September 20.
The members of the Censorate, led by Chang Yin Lan, the President, have addressed a joint memorial to the Throne denouncing the officials of the Board of Foreign Affairs who concluded the Manchurian agreement with Japan.

GAMBLING IN CANTON.

(Wah Tai Yai To's Service.)

PEKING, September 20.
The Cantonese officials in Peking held a meeting on the 19th to receive plans for the suppression of gambling in Canton.

NOTICE.

We beg to notify our Customers and the Public generally that the PRICES OF OUR GOODS WILL, from this day, be INCREASED in proportion to the SCALE OF DUTIES embodied in the Ordinance for levying IMPORT DUTY on LIQUORS which has become Law.

New Price Lists will duly be sent out.

H. Price & Co., Ltd.,
Wine Merchants,
12, Queen's Road Central.

Hongkong, September 18, 1909.

Shipping.

PACIFIC MAIL S S COMPANY

TOYO KISEN KAISHA

U.S. MAIL LINES

E. A. HEWETT, Superintendent.

SEMI-TROPICAL ROUTE

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

		SAILING DATES.	
* NIPPON MARU	1,003 Tons	SATURDAY,	25th Sept., at Noon.
* SIBERIA	18,000	FRIDAY,	1st Oct., at Noon.
* MANOHURIA	27,000	SATURDAY,	16th Oct., at Noon.
* OHIYO MARU	21,000	FRIDAY,	22nd Oct., at Noon.
* MONGOLIA	27,000	SATURDAY,	13th Nov., at Noon.
* TENYO MARU	21,060	FRIDAY,	19th Nov., at Noon.
* KOREA	18,000	TUESDAY,	30th Nov., at Noon.

The s.s. NIPPON MARU will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu, on SATURDAY, September 26th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals

INTERMEDIATE SERVICE.

China.....	10,200 Tons, SATURDAY,	9th Oct.,	at Noon.
Asia	9,500 „ SATURDAY,	30th Oct.,	at Noon.

The fine Mail Steamers **ASIA** and **CHINA** carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London { via Canadian Atlantic Ports .. £43.
 via New York £45.

* SPECIAL RATES (first class only) granted to 1st class passengers.

Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passes and Freight, apply to the Agency of the
Companies, Kure's Bonding (opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

TO ALTERATION.		
DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG C. OMBONG, AND PORT SAD.	HITACHI MARU, Capt. N. Mathison, Tons 7000 KANAGAWA MARU, Capt. J. Nagao, Tons 6500.	WEDNESDAY, Sept., at Daylight WEDNESDAY, Oct., at Daylight
VICTORIA, B.O. & SEAT- TEL, Via SHANGHAI, MOJI, KOBE, YOK- KAICHI, AND SHIMODA, HAMA	TANGO MARU, Capt. S. Ishikawa, Tons 8000 AEI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 28th Sept., at 4 p.m. TUESDAY, 12th Oct., at 4 p.m.
SYDNEY AND WELBOURNE, Via MANILA, THURS- DAY ISLAND, TOWNS- VILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Skigno, Tons 5000	THURSDAY, 30th Sept., at Noon FRIDAY, 30th Oct., at Noon

KOBE & YOKOHAMA	{ KITANO MARU, Capt. F. E. Copp, Tonn 9000 WAKASA MARU, Capt. N. Nielsen, Tonn 6500	{ FRIDAY, 24 th Sept., p.m. { FRIDAY, 1 st Oct., at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA	{ YAWATA MARU, Capt. T. Sekine, Tonn 5000	{ WEDNESDAY, 2 nd Sept., 12 p.m.

BOMBAY, VIA SINGAPORE AND COLOMBO.	TAKASAKI MARU, Capt. A. Mosker, Tons 5000	TUESDAY, 23th September.
SHANGHAI MOJI & KOBE	TOTOMI MARU, Capt. R. Smith, Tons 4500	SATURDAY, 2nd October.

\$ Fitted with new system of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by R.R. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS
EUROPEAN LINE.
FOR GENOA, MARSEILLES, LONDON AND ANTWERP

EXTRA PASSENGER SERVICE NEW STEAMERS
EUROPEAN LINE.

OR GENOA, MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE
PENANG, COLOMBO, SUEZ, AND PORT SAID.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sep
Miyasaki Maru (Capt. T. Murai) About Wed., 20th Oct

Titano Maru - (Capt. F. E. Coipe) About Wed., 17th No.
Hiirano Maru - (Capt. H. Frasca) About Wed., 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Stowage, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO *Manager.*

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PROJECTED SAILINGS FROM HONGKONG

RETURN TOURS TO JAPAN. Occupying 25 days.
The steamers *Kaitang, Nansang* and *Pookang* leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with

CHINA NAVIGATION CO., LD.
CHINA.

OLUW, FAKHOT & RAIPHONG	SINGAY	Sept.	23	at 4 p.m.
YINHAWEI, CHEFOO & TIENTSIN	WICHOW	Sept.	24	at 9 a.m.
HEBU & LOLO	KIDONG	Sept.	24	at 4 p.m.
AMARANG AND SOURABAYA	SHASTANG	Sept.	24	at 4 p.m.
SINGTAU, CHEFOO & NEWCH WANG	KWEYANG	Sept.	24	at 4 p.m.
HANGHAI	LYNAY	Sept.	25	at 4 p.m.
ANTILA	TEALAY	Sept.	26	Day 1

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

 **SEANGHAI LINE.** 

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Cheong, Ta-

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 AGENTS.
 Telephone No. 33.

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE
Connecting at TACOMA with

For	Steamers	Tons. (gross reg.)	Leaves
COMA. Via KEELUNG, HANGHAI, MOI. ROBE, HIMIDZU & YOKOHAMA	TACOMA MARU, Capt. Yamamoto,	6,178	Saturday, 2nd

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

AMCOY Captain T. Sugi. WEDNESDAY, 29th
A special reduction of 20% on 1st and 2nd Class Fares to Foochow will be made Sept., at 10 A.M.
during the months of August and September.
Fair speed. Superior passenger accommodation. Electric light throughout.
First class cuisine.
The newly built steamers: "CHOWMEI MARU" and "AMCOY".

**NORDDEUTSCHER LLOYD,
BREMEN.**

STEAMERS
To SAIL 1909
GENOA, ALGIERE, SOUTHAMP.,
ANTWERP & BREMEN... **DERFFLINGER,**
 Capt. E. Zacharias.
SATURDAY,
 26th Sept.,
 at 4 p.m.
GHAI, NAGASAKI

			{ at Daylight.
HAMA AND ROBE.....	{ COBLENZ	{ About	{ SATURDAY,
	Capt. H. Raugener.		16th Oct.
T AND RINDAKAN	BORNEO.		

MELCHERS & CO.,
General Agents, Hongkong & China.

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Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEBWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	Marseilles (Brindisi)	Paris (London)
Steamer	1909	Steamer	1909	1909
ASSAYE	Feb. 19	CHINA	March 19	March 23
DELTA	March 3	CHINA	April 9	April 13
MACEDONIA	March 19	(Through steamer)	April 18	April 22
DRUMHEAD	April 2	(calling at Bombay)	April 30	May 4
ASSAYE	April 16	MARMOIRA	May 14	May 18
DELTA	April 30	MOBBA	May 23	May 27
DELHI	May 14	MOOLTAN	June 12	June 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved to Hongkong or at time of booking.

Fares to London (including Suez):
1st Saloon.....£71.10 Single. £108.14 Return.
2nd ".....£48.8 " £73.12 "

In addition to the above Mail Steamers the following

INTERMEDIATE (Non-Through) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due
to	Hongkong	London
STYRIA	January 28	March 13
SUMATRA	February 4	March 19
RYANZA	February 11	March 26
BUNDA	February 18	March 31
MAITA	February 25	April 7
SARDINIA	March 4	April 16
NOBE	March 11	April 23

These steamers call also at Singapore, Penang, Colombo, and at Marseilles. Fares to London (including Suez):
1st Saloon.....£55.0 Single. £88.10 Return.
2nd ".....£38.10 " £57.4 "

For further particulars apply to

E. A. HEWETT,

Superintendent.

HONGKONG, November 2, 1908.

13

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR MANZANILLO (MEXICO), CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

S.S. Hongkong Maru - 6000 tons gross Oct. 26th, at noon.
S.S. Manshu Maru - 5000 " Dec. 10th, at noon.
S.S. America Maru - 6000 " Feb. 5th, at noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama, Japan.

354

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP FOR SWATOW. LEAVING WEDNESDAY, 24th.
Capt. J. W. Evans.
HAICHING SWATOW, AMOY & FOCHOW. FRIDAY, 24th.
Capt. J. S. Ross.
HAYAN SWATOW, AMOY & FOCHOW. TUESDAY, 28th.
Capt. J. S. Ross.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blako Pier). A reduction of 20 per cent on First-Class Fares to Fochow will be made during the month of September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, November 17, 1908.

153

JAVA-CHINA-JAPAN L.I.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMSHIP FROM RETURNED WILL LEAVE FOR ON OR ABOUT

TJIPANAS JAVA First half of Oct. SHANGHAI First half of Oct.
TJIMAH JAPAN Do. JAPAN Do.
TJIKINI JAPAN Do. JAPAN Do.
TJIBODAS JAVA Do. JAPAN Do.
TJILATJAP JAVA Second half of Oct. SHANGHAI Second half of Oct.
TJILWONG JAVA Do. JAPAN Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Cabin Passengers, and will take Cargo to all Northern-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.N.

Telephone No. 275.

357

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Date

ZAFRO 2540 R. Rogers Manila Saturday, Sept. 26, at Noon.
CUBI 2540 W. R. Almond Manila Oct. 2, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MACEDONIA', 10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON, via BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying at Bombay 24 hours only and is due to arrive at

MARSEILLES.....April 16th.
LONDON.....April 23rd.

FARES TO LONDON

1st Saloon.....£71.10 Single. £108.14 Return.
2nd ".....£48.8 " £73.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, August 16, 1909.

1630

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

Steamers	Leave Hongkong	Leave Hongkong
for	for	for
ALDENHAM	Sept. 21	15th Oct. at Noon.
EMPIRE	Oct. 19	10th Nov. at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, November 2, 1908.

1497

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, etc.

HEAD OFFICE - LUDGATE CIRCUIS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged for ALL PARTS of the World.

PASSAGE collected, forwarded and issued at lowest rates.

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of 1910.

Head Office for the Far East: 16, DES VOGES ROAD, Hongkong.

Japan Office: 14, WYNDHAM STREET, Yokohama.

Hongkong, April 4, 1908.

1508

GREAT NORTHERN STEAMSHIP COMPANY.

Operating the New Twin Screw Steamship

MINNESOTA -

26,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG

AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

Calling at Keelung.

MINNESOTA Captain H. W. Ravense THURSDAY, 4th

Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern

Pacific Railways for all points in the United States and Canada; also with

Atlantic Steamship Lines for all points in Great Britain and on the Continent.

Direct connection at Hong Kong for Manila, Sulu, and

Mindanao, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS - Saloons and State-rooms

(double rooms), Mess rooms, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

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CHARGERS REUNIS CO. FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE.

TO SAN FRANCISCO, MEXICO, PERU, CHILE, LIVER PLATE, BRAZIL.

The steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call on route, thus effecting a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMERICAL DUPERRE, 10,000 Tons, Captain X.

will be despatched for SAN FRANCISCO and other above destinations on or about the 19th September.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, April 14, 1908.

357

PREACHING THE GOSPEL IN JAPAN AND THAIL.

By Prof. E. H. PARKER.

On sale at the 'China Mail' Office, 6, Wyndham Street.

Price 3s. 6d. 30 cent.

SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert Hart's Services for the Improvement of China.

Reprinted from the 'China Mail' to be used to persuade form at this Office, 6, Wyndham Street.

Price 20 Cents.

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Shipping.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

TRIESTE, DIRECT, CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUERZ AND PORT SAID.

(Taking Cargo at through rates to the Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

The Company's Steamship

NIPPON

Captain TARACHIA, will be despatched as above on or about SATURDAY, the 25th September.

This Steamer has capital accommodation for passengers, Electric Light, and carries a Doctor.

For Information as to Passage and Freight, apply to

SANDER, WATLER & CO.,

Princes Buildings,

Hongkong, August 27, 1909.

1084

SEIRE LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

The Steamship

PLINTSHIRE

Captain G. O. GORDY, will be despatched as above on or about 27th September.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, September 4, 1909.

1137

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship DELTA, Captain

H. W. Snow, leaving for BOMBAY, etc., with Passengers and Cargo, on SATURDAY, the 2nd October, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan, 9,221 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Suez and Valuable, all Cargo for France, and the London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay by the R.M.S. Arabia, due in London on the 19th November, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, September 19, 1909.

1181

Notice to Consignees

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

The Steamship

INDRAMARA

Captain T. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Ltd., at Kowloon and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 23rd inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, September 17, 1909.

1177

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PESHAWUR.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUERZ AND STRAITS.

Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Ltd., at Kowloon and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 23rd inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, September 17, 1909.

1171

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's Steamship Kungang, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impounding the discharge or remaining on board after 4 p.m., the 22nd inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, September 20, 1909.

1186

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS.

HONGKONG.

Reprinted from the 'China Mail'.

For Sale at the China Mail Office, at 6, Wyndham Street.

Price 20 Cents.

357

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIRIN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of, excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairin and Changchun in connection with the Trans-Siberian Express Trains and with the Dairin-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikio Maru' (2,877 tons each) as follows:-

NORTH-BOUND.

Leave - Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive - Dairin	Sunday	Tuesday or Friday
Lv. - Shanghai	11 a.m.	"
Ar. - Mukden	8.50 p.m.	"
Lv. - Changchun	8.15 p.m.	Monday
Ar. - Harbin (Russian Train)	6.55 a.m.	Wed. Sat.
Lv. - Harbin	2 p.m.	"

Connecting at Harbin with

State Express from Moscow for Moscow.

Wagon-Lite for Moscow.

State Express from Harbin for Harbin.

Wagon-Lite for Harbin.

SOUTH-BOUND.

Leave - Harbin (Russian Train)	Thursday	Saturday
Arrive - Shanghai	Monday	Tuesday
Lv. - Harbin	9 a.m.	"
Ar. - Mukden	8 p.m.	"
Lv. - Dairin	2.30 a.m.	Wednesday
Ar. - Shanghai (Steamer)	12.50 p.m.	Fri. Sun.
Lv. - Shanghai	12.50 p.m.	"

Connecting at Harbin with

State Express from Moscow for Moscow.

Wagon-Lite for Moscow.

State Express from Harbin for Harbin.

Wagon-Lite for Harbin.

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES - The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co. and Messageries Maritimes & Co.

RAILWAY HOTELS - YAMATO HOTEL (Tel. Add. 'Yamato') At Dairin (with enlarged accommodation), Port Arthur and Changchun, all under the

To-day's Advertisements



NOTICE.
SEALING TENDERS will be received at the Colonial Secretary's Office until noon on MONDAY, the 27th September 1909, for the letting of Crown Land opposite the Central Market, for 5 years from 1st November, 1909.

Each tender must be on the cover the words "TENDERS FOR LEASE OF CROWN LAND" and must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$500.00 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the particular conditions of letting, should the tender be accepted.

Forms of tenders can be obtained from the Director of Public Works. Further particulars of letting as published in the Gazette of 11th instant can also be seen at the Public Works Office.

Hongkong, September 21, 1909. 1170

HONGKONG CRICKET LEAGUE.

ENTRIES FOR THE HONGKONG CRICKET LEAGUE TRIED COMPETITION, 1909-10, should be sent to the Undersecretary on or before SATURDAY, September 25. Entrance fee \$10. A list of the League's fixtures will be held in the H.K.C.C. Pavilion on MONDAY, the 27th September.

A. G. DRAKE.

Hongkong, September 21, 1909. 1178

HONGKONG FOOTBALL CLUB.

THE 3RD ANNUAL GENERAL MEETING will be held on THURSDAY, September 30th, at the Office of Messrs JAMES, MATTHEW & CO., at 5.30 p.m.

ENTRIES.—To receive the Report of the Committee for the season 1908-1909, elect officers for the coming season and transact general business. **MEMBERS.**—L. G. GARRATT, Hon. Secretary.

Hongkong, September 21, 1909. 1191

TO LET—FURNISHED.

BISHOPS LODGE HOUSE, No. 6, THE PRINCE, for 11 months, from first week in November next. Moderate rental. Apply to W. BYRD, c/o PALMER & TURNER, Alexander Buildings.

Hongkong, September 21, 1909. 1193

Just Unpacked.

HELIOS BRAND CIGARS
High Life.
Conchas Fimas.
Perfectos.
Londres.
Princesses.
Reina Victoria.

H. BUTTONJEE & SON,
WINE AND SPIRIT MERCHANTS.
Hongkong, February 27, 1908. 22

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER
THE Steamship
SUVERIC,
From Hongkong, on Saturday,
2nd October, for VANCOUVER
via JAPAN PORTS.

To be followed by the
OCEANO, 21st October.
KUMERIO, 18th November.
AYMERIO, 18th December.
SUVERIC, 13th January, 1910.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
HONGKONG.

Hongkong, September 21, 1909. 1192

PUBLIC AUCTION.

THE Undernamed have received instructions from H. SMITH, Esq., to sell by Public Auction
on
SATURDAY,
the 25th September, 1909, at 2.30 p.m., within his residence at Cosmopolitan Docks—

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE
(Particulars from Catalogue):
A Steam-launch will leave Blake Pier at 9 p.m. sharp to convey intending Purchasers.

TERMS.—As usual.
HUGHES & HUGHES,
Auctioneers.
Hongkong, September 21, 1909. 1193

FOR KOBE AND YOKOHAMA DIRECT.

THE Steamship
VINE BRANCH,
Captain Ransom, will be despatched on above on or about 30th September.
For Freight and further particulars apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, September 21, 1909. 1195

HUNG ON & CO.,
FURNITURE STORE.

DEALERS IN UPHOLSTERY AND IMPORTERS OF EUROPEAN GOODS OF ALL KINDS.
Electro Silver Plated, Iron, and Glass Ware, Cutlery and Hollow Ware, Manufacture of High-Class Teakwood Furniture.
Inspection of our Stock respectfully invited.

Address: 17A, QUEEN'S ROAD CENTRAL,
Late occupied by A. CHAN & CO.

Hongkong, February 21, 1909. 1207

To-day's Advertisements

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club Pavilion on TUESDAY, the 28th September, 1909, at 5.15 p.m.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, September 21, 1909. 1187

STEAMERS PASSED SUEZ CANAL.

SCREWDRIVE
August 21, *Esmeralda*, Spain.
August 27, *Batavia*, India, Teak, etc.
August 31, *Kohinoor*, Bombay.

September 3, *Yokohama*, Japan.
September 7, *Antenor*, Bloemfontein, Gales, Glenageary, Oporto, Bordeaux, Teak, etc.

September 14, *Bertram*, Buenos Aires, etc.
September 17, *Algonquin*, Rio de Janeiro, etc.

SEAWARD BOUND.
September 17, *Ernest Simons*, Prince of Wales, etc.

ARRIVALS AT HOME.
September 17, *Ernest Simons*, Prince of Wales, etc.

STEAMER MOVEMENTS.

The P. M. S. Co.'s s.s. *Siberia* arrived at Manila on Saturday, Sept. 18th, and is expected to sail from there on 21st Sept., p.m. and may therefore be expected at this port on 22nd Sept., p.m.

The C. P. R. Co.'s s.s. *Empress of China* left Yokohama on Tuesday, 14th Sept., at 3 p.m., for Victoria and Vancouver.

The C. P. R. Co.'s s.s. *Empress of Japan* sailed from Vancouver on the 14th September for Hongkong, via the equator on 15th.

The N. Y. K. Co.'s *Kumano Maru* (European Line) left Singapore for this port on the 17th Sept., and is expected here on the 22nd Sept., p.m.

The C. N. Co.'s s.s. *Zafra* left Manila on Monday, the 20th Sept., and is due here on or about Wednesday, the 22nd Sept., daylight.

The C. N. Co. Ltd.'s s.s. *Luzon* left Shanghai on the 19th Sept., and is due here on the 22nd September.

The P. & O. S. N. Co.'s s.s. *Borneo* due here at daylight on Wednesday, 22nd Sept.

The Danish s.s. *Transvaal* left Suva on Thursday, the 20th August, and may be expected here on or about Tuesday, the 22nd September.

The Suez Canal s.s. *Albatross* left Singapore on the 17th Sept., and may be expected here on or about the 22nd Sept.

The Bank Line Ltd.'s s.s. *America* left Yokohama on the 8th Sept., for Vancouver and Tacoma.

The Suez Canal s.s. *Albatross* left Singapore on the 17th Sept., and may be expected here on or about the 22nd Sept.

The P. & O. S. N. Co.'s s.s. *Sonala* left Singapore for this port on the 18th Sept., at 8.30 a.m., and is due here on the 24th Sept., at about 6 a.m.

The O. S. K. s.s. *Teikoku Maru* from Tokyo will leave Kobe on the 18th Sept., and is expected to arrive here on or about the 24th Sept.

The N. Y. K. Co.'s *Yokohama Maru* (Australia Line) left Thursday Island, for Suva, on the 18th Sept., and is expected here on the 24th Sept.

The N. Y. K. Co.'s *Hikachi Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 8th Sept., and is expected here on the 24th Sept.

The P. & O. S. N. Co.'s s.s. *Palermo* is expected to arrive at Penang on the 23rd Sept., at 5 a.m.

The N. Y. K. Co.'s *Kumano Maru* (Australia Line) left Thursday Island, for Suva, on the 18th Sept., and is expected here on the 24th Sept.

The N. Y. K. Co.'s *Yokohama Maru* (Australia Line) left Thursday Island, for Suva, on the 18th Sept., and is expected here on the 24th Sept.

The O. S. K. s.s. *Teikoku Maru* arrived at Suva on the 18th Sept.

The Bank Line Ltd.'s s.s. *Oceano* sailed from Kobe on the 20th Sept. for Hongkong via Penang.

The s.s. *Pine Branch* sailed from Sydney on the 10th September and is expected to arrive here on or about 25th Sept.

The Bank Line Ltd.'s s.s. *Suvaric* arrived Manila on the 20th Sept.

The N. D. L. s.s. *Ludwig* with the *German Mail* on the 22nd August, left Singapore on Saturday, the 18th Sept., at 8 a.m., and may be expected here on or about Wednesday, the 22nd Sept., at noon.

SHIPPING

ARRIVALS.

September 20.
Eastern, British steamer, 3,500, W. G. McArthur, Melbourne August 19, Sydney 23, and Manila September 18. General.

Shanghai, British s.s., 1,835, Robinson, from Sourabaya, Sugar. — BUTTERFIELD & SWIRE.

Lynahurst, British ship, 9,949, Parnell, New York May 15, Korocho Oil. — STANDARD OIL CO.

September 21.
Chipping, British steamer, 1,100, F. Mooney, Tientsin Sept. 19, Chiofo 13, and Weihaiwei 14. General. — JAMES & CO.

Mooney, German steamer, 1,000, R. G. Zoller, Hamburg Sept. 12, General. — BUTTERFIELD & SWIRE.

Zoller, British s.s., 638, J. W. Evans, Swatow September 20, General. — DOBSON STEAMSHIP CO. LD.

Kueyung, British s.s., 1,404, M. Dowling, Chiofo Sept. 14, General. — BUTTERFIELD & SWIRE.

Prins Sigismund, German s.s., 3,300, D. Lenz, Sydney August 27, and Manila Sept. 18. General. — BUTTERFIELD & SWIRE.

Hardford, British steamer, 2,716, Pops, New York June 30, and Labuan Sept. 19. Korocho Oil. — STANDARD OIL CO.

Chungking, British s.s., from Canton. Chiyuen, Chinese s.s., from Canton.

DEPARTURES.
September 21.
Germania, for Wankanaea. — BUTTERFIELD & SWIRE.

Chungking, for Canton. — BUTTERFIELD & SWIRE.

Chungking, for Canton. — BUTTERFIELD & SWIRE.

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Chungking, for Canton. — BUTTERFIELD & SWIRE.

EXCHANGE.

Hongkong, September 21, 1909.

On London... 1/8 1/2
On demand... 1/8 1/2
On 30 days sight... 1/8 1/2
On 60 days sight... 1/8 1/2
On 90 days sight... 1/8 1/2
On 120 days sight... 1/8 1/2
On 150 days sight... 1/8 1/2
On 180 days sight... 1/8 1/2
On 210 days sight... 1/8 1/2
On 240 days sight... 1/8 1/2
On 270 days sight... 1/8 1/2
On 300 days sight... 1/8 1/2
On 330 days sight... 1/8 1/2
On 360 days sight... 1/8 1/2
On 390 days sight... 1/8 1/2
On 420 days sight... 1/8 1/2
On 450 days sight... 1/8 1/2
On 480 days sight... 1/8 1/2
On 510 days sight... 1/8 1/2
On 540 days sight... 1/8 1/2
On 570 days sight... 1/8 1/2
On 600 days sight... 1/8 1/2
On 630 days sight... 1/8 1/2
On 660 days sight... 1/8 1/2
On 690 days sight... 1/8 1/2
On 720 days sight... 1/8 1/2
On 750 days sight... 1/8 1/2
On 780 days sight... 1/8 1/2
On 810 days sight... 1/8 1/2
On 840 days sight... 1/8 1/2
On 870 days sight... 1/8 1/2
On 900 days sight... 1/8 1/2
On 930 days sight... 1/8 1/2
On 960 days sight... 1/8 1/2
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On 1020 days sight... 1/8 1/2
On 1050 days sight... 1/8 1/2
On 1080 days sight... 1/8 1/2
On 1110 days sight... 1/8 1/2
On 1140 days sight... 1/8 1/2
On 1170 days sight... 1/8 1/2
On 1200 days sight... 1/8 1/2
On 1230 days sight... 1/8 1/2
On 1260 days sight... 1/8 1/2
On 1290 days sight... 1/8 1/2
On 1320 days sight... 1/8 1/2
On 1350 days sight... 1/8 1/2
On 1380 days sight... 1/8 1/2
On 1410 days sight... 1/8 1/2
On 1440 days sight... 1/8 1/2
On 1470 days sight... 1/8 1/2
On 1500 days sight... 1/8 1/2
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On 1890 days sight... 1/8 1/2
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On 1950 days sight... 1/8 1/2
On 1980 days sight... 1/8 1/2
On 2010 days sight... 1/8 1/2
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On 2100 days sight... 1/8 1/2
On 2130 days sight... 1/8 1/2
On 2160 days sight... 1/8 1/2
On 2190 days sight... 1/8 1/2
On 2220 days sight... 1/8 1/2
On 2250 days sight... 1/8 1/2
On 2280 days sight... 1/8 1/2
On 2310 days sight... 1/8 1/2
On 2340 days sight... 1/8 1/2
On 2370 days sight... 1/8 1/2
On 2400 days sight... 1/8 1/2
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On 2460 days sight... 1/8 1/2
On 2490 days sight... 1/8 1/2
On 2520 days sight... 1/8 1/2
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On 3000 days sight... 1/8 1/2
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On 3090 days sight... 1/8 1/2
On 3120 days sight... 1/8 1/2
On 3150 days sight... 1/8 1/2
On 3180 days sight... 1/8 1/2
On 3210 days sight... 1/8 1/2
On 3240 days sight... 1/8 1/2
On 3270 days sight... 1/8 1/2
On 3300 days sight... 1/8 1/2
On 3330 days sight... 1/8 1/2
On 3360 days sight... 1/8 1/2
On 3390 days sight... 1/8 1/2
On 3420 days sight... 1/8 1/2
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On 3690 days sight... 1/8 1/2
On 3720 days sight... 1/8 1/2
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On 3990 days sight... 1/8 1/2
On 4020 days sight... 1/8 1/2
On 4050 days sight... 1/8 1/2
On 4080 days sight... 1/8 1/2
On 4110 days sight... 1/8 1/2
On 4140 days sight... 1/8 1/2
On 4170 days sight... 1/8 1/2
On 4200 days sight... 1/8 1/2
On 4230 days sight... 1/8 1/2
On 4260 days sight... 1/8 1/2
On 4290 days sight... 1/8 1/2
On 4320 days sight... 1/8 1/2
On 4350 days sight... 1/8 1/2
On 4380 days sight... 1/8 1/2
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On 5130 days sight... 1/8 1/2
On 5160 days sight... 1/8 1/2
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On 5220 days sight... 1/8 1/2
On 5250 days sight... 1/8 1/2
On 5280 days sight... 1/8 1/2
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On 5970 days sight... 1/8 1/2
On 6000 days sight... 1/8 1/2
On 6030 days sight... 1/8 1/2
On 6060 days sight... 1/8 1/2
On 6090 days sight... 1/8 1/2
On 6120 days sight... 1/8 1/2
On 6150 days sight... 1/8 1/2
On 6180 days sight... 1/8 1/2
On 6210 days sight... 1/8 1/2
On 6240 days sight... 1/8 1/2
On 6270 days sight... 1/8 1/2
On 6300 days sight... 1/8 1/2
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On 6690 days sight... 1/8 1/2
On 6720 days sight... 1/8 1/2
On 6750 days sight... 1/8 1/2
On 6780 days sight... 1/8 1/2
On 6810 days sight... 1/8 1/2
On 6840 days sight... 1/8 1/2
On 6870 days sight... 1/8 1/2
On 6900 days sight... 1/8 1/2
On 6930 days sight... 1/8 1/2
On 6960 days sight... 1/8 1/2
On 6990 days sight... 1/8 1/2
On 7020 days sight... 1/8 1/2
On 7050 days sight... 1/8 1/2
On 7080 days sight... 1/8 1/2
On 7110 days sight... 1/8 1/2
On 7140 days sight... 1/8 1/2
On 7170 days sight... 1/8 1/2
On 7200 days sight... 1/8 1/2
On 7230 days sight... 1/8 1/2
On 7260 days sight... 1/8 1/2
On 7290 days sight... 1/8 1/2
On 7320 days sight... 1/8 1/2
On 7350 days sight... 1/8 1/2
On 7380 days sight... 1/8 1/2
On 7410 days sight... 1/8 1/2
On 7440 days sight... 1/8 1/2
On 7470 days sight... 1/8 1/2
On 7500 days sight... 1/8 1/2
On 7530 days sight... 1/8 1/2
On 7560 days sight... 1/8 1/2
On 7590 days sight... 1/8 1/2
On 7620 days sight... 1/8 1/2
On 7650 days sight... 1/8 1/2
On 7680 days sight... 1/8 1/2
On 7710 days sight... 1/8 1/2
On 7740 days sight... 1/8 1/2
On 7770 days sight... 1/8 1/2
On 7800 days sight... 1/8 1/2
On 7830 days sight... 1/8 1/2
On 7860 days sight... 1/8 1/2
On 7890 days sight... 1/8 1/2
On 7920 days sight... 1/8 1/2
On 7950 days sight... 1/8 1/2
On 7980 days sight... 1/8 1/2
On 8010 days sight... 1/8 1/2
On 8040 days sight... 1/8 1/2
On 8070 days sight... 1/8 1/2
On 8100 days sight... 1/8 1/2
On 8130 days sight... 1/8 1/2
On 8160 days sight... 1/8 1/2
On 8190 days sight... 1/8 1/2
On 8220 days sight... 1/8 1/2
On 8250 days sight... 1/